THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY) : (a) to (d) The Government of India has approved the implementation of Bangalore Metro Rail Project covering a length of 33 kms. in 2 corridors *viz.* Baiyapanahalli to Mysore Road (18.1 km.) and Yashwanthpur to R.V. Road Jayanagar (14.9 km.), at an estimated completion cost of Rs. 6395 crores in 5 years.

The financing pattern of the project would be as follows :—

	Govt, of India-	Govt, of Karnataka
Equity	15%	15%
Subordinate debt	10%	15%
Senior term debt	45%	

While the complete project is targeted for completion by December 2011, in the first stage Baiyapanahalli to Cricket Stadium (7 km.) section is targeted for completion by December 2009.

Construction of Highways in Uttaranchal

*495. SHRI HARISH RAWAT: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government propose to speed up construction of highways in backward, hilly and remote areas of Uttarachanl in respect of projects which are part of the llird phase of National Highway Development Programme; and

(b) if so, the backward regions of the State which are likely to be benefited by the above decision along with details thereof?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) 125 km. length of National Highway Nos 58 to 72 from Uttar Pradesh/Uttaranchal Border to Dehradun in included in Phase IIIA of National Highway Development Project (NHDP), which has already been approved by Government for implementation. The work is divided in two stretches *i.e.* Muzaffarnagar to Haridwar and Haridwar to Dehradun. Bids have been invited on Build, Operate and Transfer (BOT) basis for four laning of NH 58 from Muzaffarnagar (Uttar Pradesh) to Haridwar (Uttaranchal), which includes the stretch of Uttar Pradesh/Uttaranchal Border to Haridwar. For taking up the other stretch

from Haridwarto Dehradun, which passes through Rajaji National Park, No Objection Certificate of National Board of Wild Life and thereafter permission of the Hon'ble Supreme Court of India is requirded.

(b) This highway connects Uttaranchal with Delhi and as such all areas of Uttaranchal including backward and hilly areas will be benefited

Plan to End Capital's Land use Trouble

*496 SHRIAMAR SINGH:
SHRIABUASIMAZMI:

Will the MINISTER OF URBAN DEVELOPMENT be pleased to state:

(a) whether Government have chalked out any plan to put an end to capital's mushrooming land use trouble;

(b) if so, what are the detarts thereof; and

(c) by when it is proposed to be implemented?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) to (c) The planned development of Delhi is governed by the provisions of the Master Plan, as notified by the Central Government under the Delhi Development Act 1957. The Master Plan provides, *inter-alia.* for different categories of land uses, such as, residential, commercial, public facilities, recreational and the like. It also provides for mixed use activity, such as, use of residential land for non-residential purposes.

Delhi has witnessed rapid growth in population in the last few decades. This has resulted in demand for different categories of land uses far outstripping its supply. This has been one of the major causes of reported violations of the land use provisions of the Plan in Delhi.

To meet the emerging requirements of Delhi, Master Plan provisions are amended from time to time. Extensive modifications are at present being undertaken in the Master Plan of Delhi 2001. In the proposed Master Plan of Delhi 2021, more realistic and flexible land use policies are being proposed, which include—private participation in land development, more liberal norms for development control and mixed land use policy.